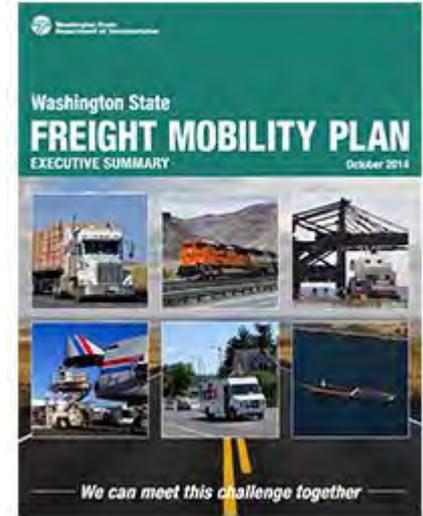
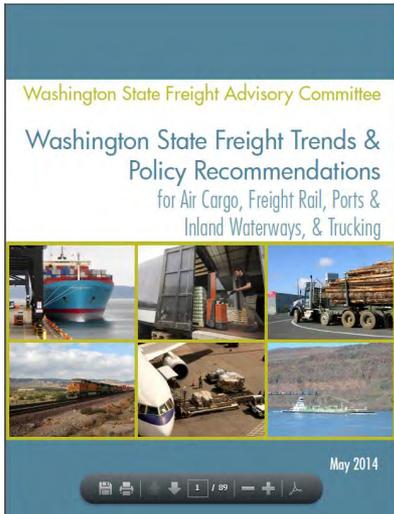


Washington State Freight Plan Update and 2016 Call for Projects



**Tri-State Transportation Commission
June 17, 2016**

Amy Scarton
Deputy Transportation Secretary
Washington State Department of Transportation

Ashley Probart
Executive Director
Freight Mobility Strategic Investment Board

State Freight Mobility Plan: Overview



- 2014 State Freight Mobility Plan was a multi-year effort.
- 2014 State Freight Mobility Plan Aligns with MAP-21 Guidance
- *Established Freight Economic Corridors*
- Included input from the Washington State Freight Advisory Committee
- The State Freight Plan is not required under the FAST ACT to be updated concurrently with the Critical Urban and Rural Corridor designation process.
- *However, our state's 2016 Supplemental Transportation Budget does make this requirement. (November 1, 2016).*

FAST Act Freight Requirements and Opportunities

State Freight Plans- (**Section 70202**) “Each State that receives federal transportation freight funding....shall develop a freight plan that provides a comprehensive plan for ..immediate and long range planning activities and investments of the state....

- When applicable, a listing of:
 - Multimodal critical rural freight facilities and corridors
 - Critical rural and urban freight corridors
- Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay
- A freight investment plan that includes a list of priority projects and describes how funds made available to carry out the National Highway Freight Program would be invested and matched.
- Consultation with the State Freight Advisory Committee

2016 Washington State Transportation Budget Proviso

Sec. 218. (4)(a) The department must:

- Update the state freight mobility plan to comply with FAST Act requirements in **Section 70202**
- Involve key freight stakeholders, such as representatives of public ports, the trucking industry, railroads, the marine industry, local governments and planning organizations, the Washington state freight advisory committee, and other freight stakeholders
- Delete any obsolete project references from the prioritized freight project list.

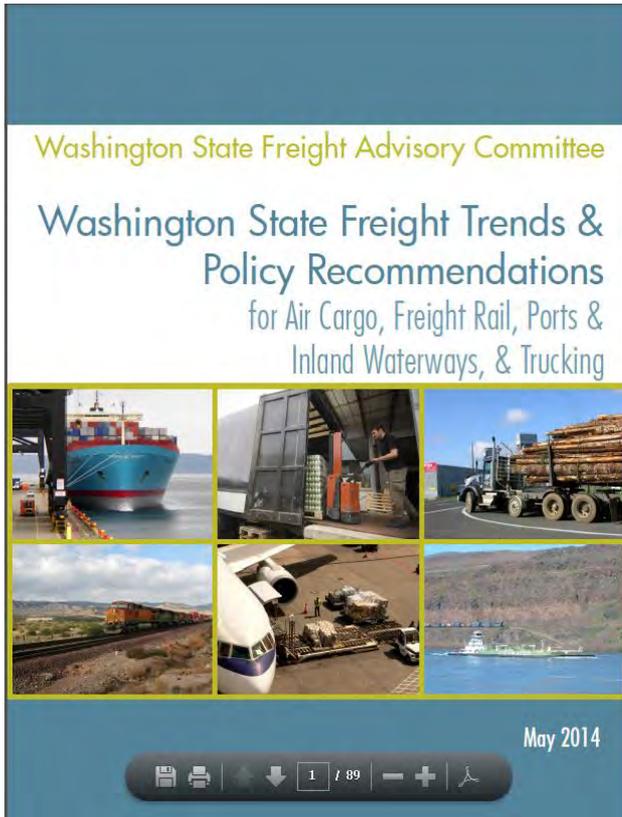
(4)(b) The department, in conjunction with the stakeholder group, must:

- Provide a list of prioritized projects for consideration for funding in the 2017-2019 fiscal biennium. The prioritized list must:
 - Have approval from all impacted stakeholders.
 - Be submitted to OFM and the transportation committees of the legislature by November 1, 2016.

<http://leap.leg.wa.gov/leap/Budget/Detail/2016/CT2524-S.PL.pdf>

Washington State Freight Advisory Committee

- 2013 Joint memorandum between Freight Mobility Strategic Investment Board (FMSIB) and Washington State Department of Transportation designates FMSIB as lead agency for State Freight Plan Advisory Committee.



2016 Washington State Freight Advisory Committee Membership

Chair: Dan Gatchet*

Aerotropolis-Larry Krauter, Spokane International Airport

Cities:

Fife Deputy Mayor Pat Hulcey*

Cheney Mayor Tom Trulove*

Counties:

Cowlitz County Councilmember Mike Karnofski*

Spokane County Councilmember Al French

Maritime:

Mike Moore, Pacific Merchant Shipping Association

Jordan Royer, Pacific Merchant Shipping Association

Metropolitan Planning Organizations (MPOs)/Regional Transportation Planning Organizations (RTPOs):

Charlie Howard, Puget Sound Regional Council

Kevin Wallace, Spokane Regional Transportation Council

Ports:

John Creighton, Port of Seattle*

Don Meyer, Port of Tacoma

Rail: Johan Hellman, BNSF*

Third Party Logistics Providers:

Vacant

Tribal: Chad Wright, Puyallup Tribe of Indians

Trucking: Sheri Call, Washington Trucking Associations*

Workforce: Dan McKisson (ILWU Puget Sound District Council)

WSDOT: Amy Scarton

*FMSIB Member

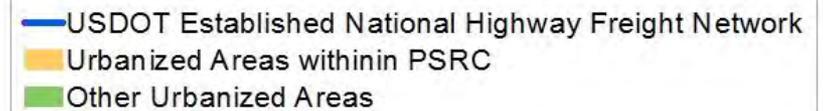
National Highway Freight Program: National Highway Freight Network

- The FAST Act establishes the National Highway Freight Network to direct Federal resources toward improved performance of the network. It consists of:
 - Primary Highway Freight System. USDOT has designated 816 miles of the national 41,518-mile PHFS in Washington state; this will not be updated for five years.
 - The rest of the Interstate System that is not part of the PHFS.*
 - Critical Rural Freight Corridors
 - Critical Urban Freight Corridors
- Washington State receives approximately \$20M/year in new Federal Freight formula funds that can be used on all four categories.

*Washington State has 1.99% of the National Highway Freight Network. We are considered a low mileage state.

National Highway Freight Network in Washington State

- Washington State has 816 miles of the designated National Highway Freight Network
- This is 1.99% of the NHFN and we are “low mileage” state.



National Highway Freight Network: Critical Urban/Rural Corridors Designation

Corridor Type	Mileage Limit	Designation	MPOs/ RTPOs
Critical Urban Freight Corridors (10% of Washington's share of the NHFN)	81.6	<ul style="list-style-type: none"> Urbanized areas over 500,000 population: (Puget Sound Regional Council) designates in consultation with <u>WSDOT</u>. Urbanized areas under 500,000: WSDOT designates in consultation with all other Metropolitan Planning Organizations <p><i>WSDOT/Puget Sound Regional Council signed an MOU on a cooperative process to meet mileage cap</i></p>	1 MPO 10 MPOs
Critical Rural Freight Corridors (20% of Washington's share of the NHFN)	163.2	<p>State (WSDOT) designation</p> <p><i>WSDOT is consulting with all the RTPOs although it is not required by FAST Act</i></p>	14 RTPOs



Truck Freight Economic Corridors in Washington State



State TFEC Mileage

- T-1 and T-2 corridors: 3166 miles
- Alternative corridors: 275 miles
- First/Last mile connectors and missing links: 835 miles
- **Total: 4276 miles**

NHFN Mileage

- Primary Highway Freight Network: 816.6 miles
- Other Interstates: 17.4 miles
- CUFCs: 81.7 miles
- CRFCs: 163.3 miles
- **Total: 1079.1 miles**

LEGEND

- Major Cargo Airports
- Rail Intermodal Terminals
- Barge Loading Facilities
- Marine Port Terminals

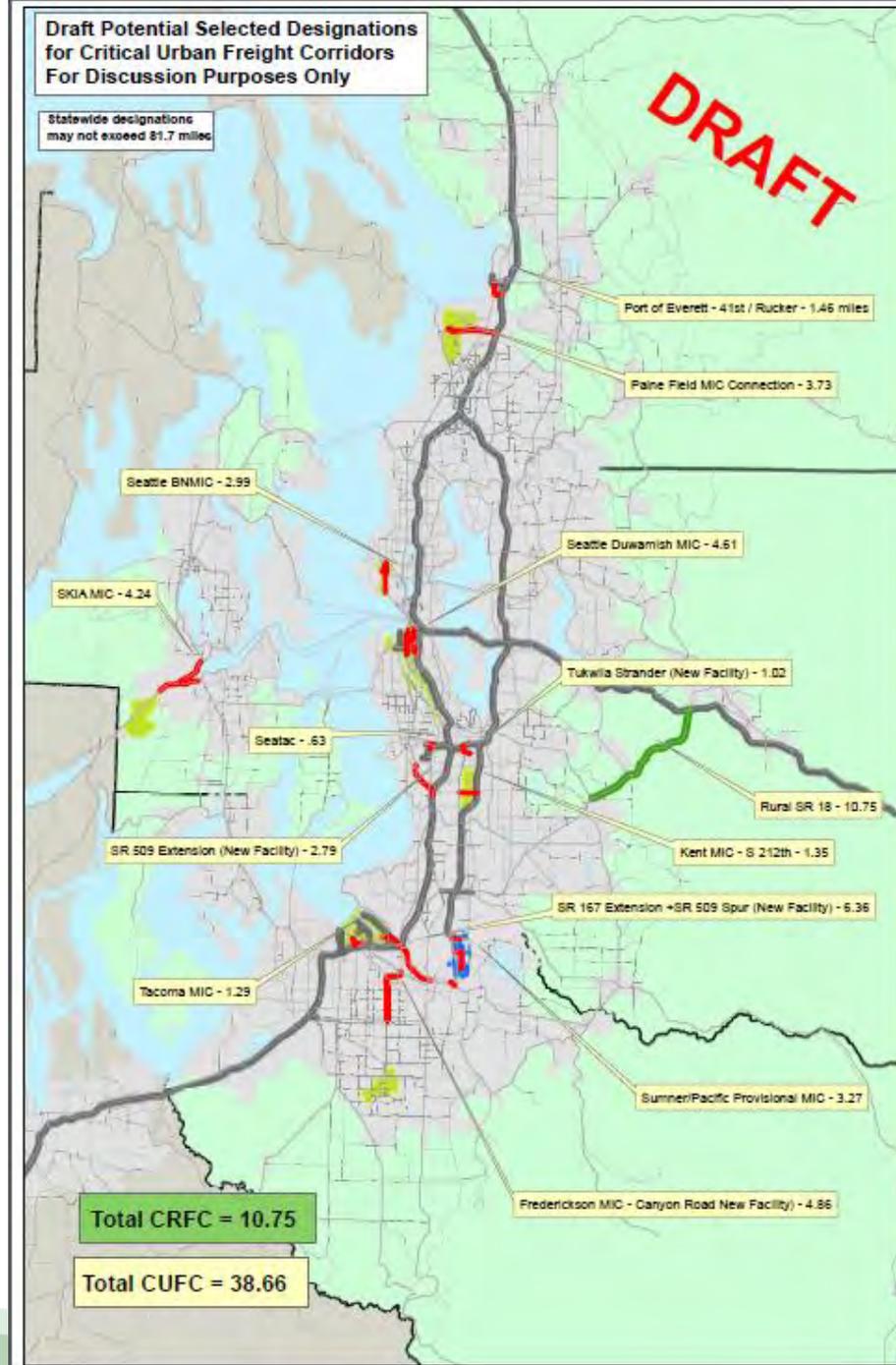
Freight Economic Corridors

- T1 Truck Freight Economic Corridors: Freight corridors carrying more than 10 million tons per year
- T2 Truck Freight Economic Corridors: Freight corridors carrying 4 million to 10 million tons per year.
- Alternative Freight Economic Corridors: Corridors carrying 600,000 to 4 million tons per year and serve as alternatives to T1 freight routes
- Missing Links in T-1/T-2 network
- First/Last Mile Connector Routes to T1/T2 Corridors

Washington State Approach for Urban Corridor Designation

- The FAST Act and Federal Guidance uses similar criteria as our State Freight plan. When adapted to the National Highway Freight Network (NHFN), criteria for urban corridors includes:
 - High truck volume/tonnage;
 - Close connectivity to the NHFN, major freight intermodal facilities, and large industrial/warehouse centers; and
 - Scalable to limit Washington’s total candidate mileage to the caps written into the FAST Act.
- To maximize the use of limited corridor mileage, WSDOT and PSRC are focusing on roadway sections with **critical needs** for project improvement.

Draft Puget Sound Regional Council Critical Urban and Freight Corridors Map



Washington State Approach for Rural Corridor Designation

- For rural corridors, the requirements are similar to State Freight Economic Corridor Criteria. The Corridor Technical Working Group agreed upon following criteria:
 - Rural principal arterials with at least 25% of the annual daily traffic from trucks in Passenger Vehicle Equivalent Units (FHWA vehicle class 8-13), or high truck volume corridors;
 - Connecting established National Highway Freight Network to large intermodal facilities;
 - Providing access to agricultural or forestry facilities, intermodal port of entry, large industrial/warehouse centers or significant intermodal freight facilities.
 - Scalable to limit Washington's total candidate mileage to the caps written into the FAST Act (163.31-mileage cap).
- WSDOT is screening rural corridors using above criteria and identifying locations with critical needs for improvement to maximize the use of limited mileage.

State Freight Mobility Plan: Proposed Update Process (Federal and State requirements)

- Critical Urban and Rural Freight Corridors will be submitted to FHWA for certification in August 2016
- Prioritized freight project list will be submitted to OFM and legislature by November 1, 2016
- Project list will be incorporated into the 2017 freight plan update
- Other key elements of the state freight plan will be updated, pending FHWA guidance in late 2016
- State freight plan is required under the FAST Act to be approved by FHWA by December 2017
- WSDOT will consult with Washington State Freight Advisory Committee through the process, including draft plan review

For more information

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Find the 2014 Washington State Freight Mobility Plan at:

<http://www.wsdot.wa.gov/Freight/freightmobilityplan>